



**Telegraph Creek offered lots of exposure to go with the curves.**

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TSD. This would be a relatively short 343-mile day. The Morris finally caught up with the rally, under tow, but would spend two more days re-powering their car from local parts, compliments of the only Morris owner in the Yukon. Our Georgia-South Carolina entry elected to do South Canol on the way to Dawson, with one staff car attending. Their long day included a cold dip in a clear lake along the way. The rest of the field broke camp on the North Canol and headed for Dawson.

As you can see, this begins the YMMV of Alcan '06. Unofficial mileage to Whitehorse was 1,695, including Telegraph Creek. North Canol added 868 before Dawson, South Canol added 462 and Skagway added 220. So, unofficially the direct no-option route logged in at 1,818; the high mileage folks right at 2,563. Your mileage may vary.

Dawson City was another two-night stay. Arriving late afternoon, most teams had time to tour the town and settle in at the Sluice Box Bar in the headquarters El Dorado Hotel. Stories and photos of the "overnight" kept everyone entertained.

Day Six saw only four teams elect the

Midnight Dome TSD for a relaxing 10.5-mile day and a chance to take in Dawson "Discovery Days." The remaining crews chose the 560-mile loop to the Arctic Circle on the Dempster Highway.

Day Seven brought the warning "Don't miss the ferry" crossing the Yukon River. Top of the World TSD began less than a mile from the hotel, passed six checkpoints in 9 miles and transited 56 miles along the Yukon's paved Top of the World Highway to Alaska, USA and gravel.

Poker Creek, Alaska, population two, took an amused stance as the rally presented a steady stream of cars, bikes, vans and pickups with Alcan5000 signage. Alaska's dirt road presented spectacular scenery, and surprises, as we would meet full-sized tour coaches at speed in the occasional hairpin. Our Alcan radios were put to good use again, relaying the positions of oncoming buses.

Our route dropped steadily, from 4,500 feet to 2,000 feet, then climbed again, into dense fog, and with a few hairpins reached mile 3,177 and beautiful "downtown Chicken, Alaska," temperature 34 degrees. Two miles later we returned to pavement for the 74-mile run to lunch and a regroup before the

13-mile Tok TSD. One cycle missed an instruction and three checkpoints, prompting a search of the area before word came that the rider just hit the highway and headed for Fairbanks. Rain was now nearing epic volumes.

At the headquarters hotel in Fairbanks, the main attraction was the in-bar computer, tuned to Alaska DOT and the Weather Channel sites. Rains had washed out several sections of the Parks Highway, connecting Fairbanks and Anchorage, and the Denali Highway — our route for Day Eight. Time to punt!

Day Eight opened with the 11-mile Chena Ridge TSD, followed by an emergency route change: "Proceed east on the freeway to Delta Junction and south to Paxson, for a look at the Denali, or continue south to Glenallen." So, in a pouring rain everyone retraced the previous afternoon's wet gray run, to Delta Junction. Not as much traffic as a week-end, but the moose don't care!

South from Delta Junction the route paralleled the Alaska Pipeline. Approaching Summit Lake, in the worst of the rain, dark figures appeared in the road — not cycles, more moose! At Paxson several bikes went as far as the washout and took photos; before returning to pavement and south to Glenallen